

## CLAIM AMENDMENTS

### IN THE CLAIMS

This listing of the claims will replace all prior versions, and listing, of claims in the application or previous response to office action:

1. **(Currently Amended)** An air induction module for a multi-cylinder combustion engine having pulse charging, with an induction pipe with individual induction pipes depending on the number of cylinders of the combustion engine, wherein the induction pipe comprises:

- a first one-piece induction pipe body with an air collector and individual induction pipe sections and
- a second one-piece induction pipe body with individual induction pipe sections which can be attached to the cylinder head of the combustion engine,
- wherein the first and second induction pipe bodies are connected to one another by a flanged joint in such a way that their induction pipe sections together form the individual induction pipes of the induction pipe, and
- one respective pulse charging valve arranged with an associated actuator in the induction pipe sections of the second induction pipe body, and
- the flanged joint between the two induction pipe bodies comprises an intermediate plate with through holes corresponding to the individual induction pipes which can be attached to the second induction pipe body by screw connections such that the intermediate plate holds the pulse charging valves with their actuators in the induction pipe sections of the second induction pipe body.

2. **(Canceled)**

3. **(Canceled)**

4. (Previously Presented) An air induction module according to claim 1, wherein each pulse charging valve with the associated actuator forms a component part which during assembly of the air induction module can be respectively inserted in the correspondingly formed associated induction pipe section of the second induction pipe body.

5. (Cancelled)

6. (Currently Amended) An air induction module according to claim 51, wherein the intermediate plate can be attached to the first induction pipe body by screw connections.

7. (Previously Presented) An air induction module according to claim 1, wherein the second induction pipe body consists of a metal material or plastics.

8. (Previously Presented) An air induction module according to claim 1, wherein the first induction pipe body consists of a metal material or plastics.

9. (Previously Presented) An air induction module according to claim 1, further comprising an electronic control device for controlling the actuators of the pulse charging valves wherein the electronic control device can be attached to an air filter housing of the combustion engine or to the first induction pipe body or second induction pipe body such that it is cooled by the fresh air flowing through the air induction module.

10. (Cancelled)

11. (Cancelled)

12. (Previously Presented) An air induction module according to claim 1, further comprising an air filter housing, wherein the air filter housing can be attached to the first induction pipe body or to the second induction pipe body.

13. (Previously Presented) An air induction module according to claim 1, wherein a throttle valve can be attached to the collector of the first induction pipe body.

14. (Currently Amended) An induction pipe comprising:

- a first one-piece induction pipe body with an air collector and individual induction pipe sections and

- a second one-piece induction pipe body with individual induction pipe sections which can be attached to a cylinder head of a combustion engine,

- wherein the first and second induction pipe bodies are connected to one another by a flanged joint in such a way that their induction pipe sections together form the individual induction pipes of the induction pipe, and

- one respective pulse charging valve arranged with an associated actuator in the induction pipe sections of the second induction pipe body, and

- the flanged joint between the two induction pipe bodies comprises an intermediate plate with through holes corresponding to the individual induction pipes which can be attached to the second induction pipe body by screw connections such that the intermediate plate holds the pulse charging valves with their actuators in the induction pipe sections of the second induction pipe body.

15. (Previously Presented) An induction pipe according to claim 14, wherein the pulse charging valves are configured as poppet valves.

16. (Previously Presented) An induction pipe according to claim 15, wherein the actuators of the induction pipe valves consist of solenoids.

17. (Previously Presented) An induction pipe according to claim 14, wherein each pulse charging valve with the associated actuator forms a component part which during assembly of the air induction module can be respectively inserted in the correspondingly formed associated induction pipe section of the second induction pipe body.

18. (Canceled)

19. (Currently Amended) An induction pipe according to claim 1814, wherein the intermediate plate can be attached to the first induction pipe body by screw connections.

20. (Currently Amended) An induction pipe comprising:

- a first one-piece induction pipe body with an air collector and individual induction pipe sections and

- a second one-piece induction pipe body with individual induction pipe sections which can be attached to a cylinder head of a combustion engine,

- wherein the first and second induction pipe bodies are connected to one another by a flanged joint in such a way that their induction pipe sections together form the individual induction pipes of the induction pipe,

- one respective pulse charging valve arranged with an associated actuator in the induction pipe sections of the second induction pipe body,

- the flanged joint between the two induction pipe bodies comprises an intermediate plate with through holes corresponding to the individual induction pipes which can be attached to the second induction pipe body by screw connections such that the intermediate plate holds the pulse charging valves with their actuators in the induction pipe sections of the second induction pipe body, and

- an electronic control device for controlling the actuators of the pulse charging valves wherein the electronic control device can be attached to an air filter housing of the combustion engine or to the first induction pipe body or second induction pipe body such that it is cooled by the fresh air flowing through the air induction module.